

THE NAVAL MUSEUM.

It Contains a Great Many Relics of National Interest.

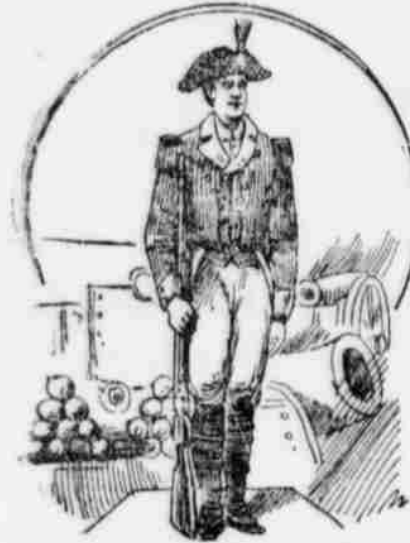
The Wax Figure of the Continental Marine—Guns of All Descriptions and Patterns—Iron Hats Worn by the Soldiers of Long Ago—Other Curiosities.

(Special Washington Correspondence.)

One of the most interesting places in the city, and one of the least known, is the museum at the navy yard. It is located about a quarter of a mile to the right of the entrance gate, away from the gun foundry and busy workshops; away from the waters of the Potomac where the naval vessels are moored, and no one on duty there ever takes the trouble to inform a visitor of its existence. It is a small one-story brick building, with an attic containing a great many things which cannot be exhibited for lack of room.

Outside the museum on either side of the door the pavement is lined with trophies and relics of the recent civil war, in the form of cannon, mortars and various missiles from a six-pounder solid shot to a six hundred pound shell and a ten hundred and fifty pound solid columbiad ball. Walking past these interesting relics, after viewing them, upon entering the door the visitor comes face to face with the wax figure of a marine, in continental uniform. The tri-cornered hat, surmounted with a cockade, is of black felt, the coat is green, the knee breeches white and the leggings of dark, coarse cloth. The figure stands with his flintlock musket at "order arms."

One with military inclinations and training feels like saluting the old fellow. To the right of the visitor, as one stands facing the marine, is a peculiar old-fashioned cannon which was brought over the ocean by Cortez and used in the first conquest of Mexico. It was a field piece, and the various governments of Mexico retained it until during the Mexican war with the United States, when it was captured by Captain Hunter, U. S. A., at Alvarado. This cannon evidences the fact that when it was forged in 1499 the military men of that day had already conceived the notion of breech-loading, rapid-firing guns; for this specimen is a breech loader. There is a square piece cut out of the breech and into the bore is placed a flat-iron, containing powder and ball, back of which is an iron bar to hold it in place while firing. When in action, there used to be a line of men extending from the caisson to the cannon, each carrying a loaded flat-iron to insert in the piece, and thus keep up a continuous rapid fire. Strange as it may appear, this ancient piece of ordnance was improved, nearly four hundred years after its original manufacture, by an American named John B. Floyd, in 1858, while he was secretary of war in the great republic of the new world. The Floyd gun, instead of taking out and using many loaded flat-irons, has a cylindrical receiver upon a hinge, which permits it to be lifted up to receive the cartridges, after which it can be dropped back into the breech



THE CONTINENTAL MARINE.

and fired. The Floyd gun, on exhibition here, was captured at Harper's Ferry from Stonewall Jackson.

In one corner of the museum stands a piece of oak wood, two and a half feet in height, one foot wide, and a foot and a half in length. It is splintered and held together by clamps. In its center is a large penetrating shell, which, if it had exploded, would have wrought havoc. This piece of wood is the rudder post of the celebrated U. S. S. Kearsarge, and the shell which struck her was fired from the confederate privateer Alabama, June 19, 1864, in the engagement which resulted in the sinking of the Alabama. If that shell had exploded the Kearsarge would have gone to the bottom. After the battle the fuse was carefully drawn, the rudder patched together as it now stands, the shell remaining in it, and the Kearsarge sailed for the coast of Brazil in search of another privateer called the Florida. They were brave men in those days.

Several peculiar iron hats, similar to those used by firemen of the present day, are exhibited in the museum. They were in use during the war of 1812, and worn by marines and sailors when they boarded hostile vessels, and were designed to save the heads of their wearers from cutlass blows.

A splendid heroic plaster of Paris model for a statue of Admiral Farragut occupies a commanding position. It was made by Dr. Horatio Stone, in

competition with other artists when the model of Vinnie Ream was accepted by the government and the others rejected. Naval officers say that this statue is the best that was ever designed, and that it should have been accepted instead of the Ream statue, which now adorns Farragut square. However, political influence was strongly in favor of the woman's work, which was accepted, and Dr. Stone gave his model to the Naval museum.

In a glass case are pieces of the Egyptian obelisk, commonly called Cleopatra's Needle, which now stands in Central park, New York. These pieces of the cement, foundation, steps and steel clamps are just as they were placed in position 22 B. C., and were presented to the museum by Lieut. Com. Henry H. Goringe, who superintended the removal of the obelisk from Egypt, and managed its erection in the beautiful park of the metropolis of the coast.

A small mortar, about fourteen inches in length, captured by the French fleet from the British at Yorktown when Lord Cornwallis surrendered the last of the belligerent forces of his majesty at the close of the revolutionary war, stands silent and pigmy-like beside the original Gatling gun, the worst death-dealer ever invented for close quarters. Near by is the telescope gun, invented during the civil war, but which never proved effective. At the muzzle of this gun are half a dozen steel rings to catch and hold the smoke to prevent the enemy from taking accurate aim at the gunners. There is also a hand-somely chased swivel gun, made in the sixteenth century, which was captured at Tripoli in 1804 by Commodore Decatur. Two funny-looking blunderbusses, one captured during the Mexican war and the other during the revolutionary war, both of them flintlocks, stand upon a table, in the center of which is a bronze bust of Hotchkiss, the modern inventor. There is also a splendid flintlock revolver, with long rifle barrel and excellent stock, manufactured in 1793. This was the first revolving gun ever manufactured in America. In 1801 E. Nugent invented a self-firing revolving gun, and in 1802 Gatling invented and brought into action his improvement. The Nugent had a self-loading hopper at the breech, into which a hundred cartridges could be poured, and as the crank was turned the cartridges dropped into place, were discharged and the empty shells fell upon the ground.

Near by the Nugent and Gatling guns is a piece of oak, twisted and shivered as in an awful hurricane or cyclone. It was formerly a long strong spar bearing a dynamite torpedo at the apex. The torpedo boat ran against an obstruction and the shivered spar was one of the results of the explosion. In a case beside the spar are all sorts of submarine torpedoes, some of them mounted on spars to be sunk under water, as river and harbor obstructions. Any vessel striking one of them would surely go to the bottom almost instantly.

The original penetrating explosive shells were hollow iron balls filled with powder, with percussion caps to explode upon contact. A later invention is the three-ringed shell; that is, three iron shells in one, the smaller rings being surrounded by larger ones, each filled with powder and all connecting, so that their explosion would make many more fragments, and therefore become more destructive of human life. On exhibition in the shell case is a fine sample of the projectile which destroyed the confederate ram Albatross; an iron monster which had been considered invincible. There are also fragments of an incendiary shell, filled with composition similar to Greek fire, intended to be exploded against houses and scatter fire throughout a beleaguered city. A skilled workman was drawing the fuse of this shell, holding it under water meantime to exclude the air, when by accident a little edge of the fuse arose above the water. Instantly, by contact with the air, the shell exploded and the workman was literally blown and burned to atoms.

All these and many other wonderful things were shown to me by Jared Mundell, a man who has been in the service since he was seven years of age, having enlisted as a drummer in the Marine band in 1847. During the civil war he was a soldier in the Fifteenth New York engineers. He has been in charge of the Naval museum for seven years, is familiar with the history of each trophy and relic, and is therefore a valuable man for the position. He is a quiet but entertaining gentleman, and one of the most accommodating men I have ever met with in such a place. While conversing and explaining the histories of the objects of interest, he is continually at work, polishing gun barrels, brushing dust off of cases, and, like a housekeeper solicitous of the appearances of every relic, diligently engaged in keeping all things neat and clean.

SMITH D. FAY.

The Most Important Item.

"I understand Stallwith is engaged. Who's the lady?"

"He says she's worth \$50,000. He hadn't time to tell me her name."—Columbus Press.

Celestial Report.

"You look rather pale," said the world to the moon. "Getting old and feeble, eh?"

"I can go all around you just the same," replied the moon.—Munsey's Weekly.

AMERICAN SAILORS KILLED.

A Launch of the Pensacola Mistaken For One of Balmaceda's Torpedo Vessels.

New York, July 26.—The World prints a letter dated Callao, Peru, July 24, giving the details of a thrilling accident at Arica, Chili, by which five sailors of the United States steamship Pensacola lost their lives. The steam launch belonging to the man of war was blown up in the harbor of Arica by the Chilean torpedo boat Condell and every man on board was killed.

The list of dead includes: O. Smith, New York; William Hayes, Brooklyn; Frank Peckham, Newark, N. J.; Teddy O'Rourke, Huntington, L. I.; Arthur E. Dykeman, Persallies, L. I.

The attack took place on the evening of July 1. The Condell is one of Balmaceda's torpedo cruisers from the port of Santiago and was on the lookout for the ships of the insurgents. She stole into the harbor of Arica about 7 p. m. There was a heavy fog and objects at a distance of a 100 yards could not be discerned with any distinctness. The steam launch had left the Pensacola on her regular evening trip to the shore and was making her way slowly back, when suddenly those on the man-of-war saw the little boat lifted completely out of the water. There was a dull echo of a half smothered explosion and then wreckage was scattered in every direction. Not a sound of human voice was heard. The quiet that followed told plainly that the five men aboard the launch had either been killed outright or so maimed as to be unable to make their condition known.

The Chilean cruiser had mistaken the launch for an insurgent boat and had used a torpedo with deadly effect. There was intense excitement aboard both vessels. When the situation of affairs became known on the Condell, her commander dipped his colors and sent his chief officer aboard the Pensacola. It then became known that the explosion of the torpedo was a stupid blunder on the part of the cruiser. Such apologies as could be offered were made, but the feeling among the comrades of the dead sailors was very bitter. The bodies were not recovered.

TEMPORARILY RELAXED.

Uncle Samuel Gets the Ear of the Czar Where All Others Fail and Mordecai May Rejoice.

WASHINGTON, July 26.—Cablegrams received at the state department bring the important official information that the czar has temporarily relaxed the Jewish expulsion measures. They also bring the intelligence that he has done this in compliment to the United States.

While the relaxation is described as temporary and intended as a respite until he could consult his advisers there is no doubt that it will lead to a permanent modification of the expulsion. The matter has been very delicately managed in its diplomatic bearings. The action of the czar in expelling Jews was a matter of purely domestic concern, with which no country had anything to do. A diplomatic remonstrance would have been resented, but means were found for putting the matter before the czar. President Harrison interested himself personally. Some time ago a delegation, headed by Jesse Seligman and Oscar Straus, ex-minister to Turkey, waited on the president and he assured them that his best efforts would be used to soften the rigors of the Russian Jews. Minister Smith succeeded in bringing the subject to the czar's attention in presenting a personal message from President Harrison. After the minister's departure renewed representations were made by Consul-General Crawford. He has represented the United States in Russia and is a great favorite with the Russians. His tact in the present measure is the cause of the willingness of the czar to suspend the anti-Jewish policy of the empire.

SERIOUS PROPORTIONS.

Switchmen Meet Peck of the Big Four, But Fail to Reach an Agreement—A Threat of Trouble.

SPRINGFIELD, O., July 27.—The situation in the Big Four switchmen's strike has assumed serious proportions. General Superintendent Peck arrived last night and men to supply the places of the strikers have been coming all day. About fifty are here accompanied by fifteen special officers appointed by Gov. Campbell yesterday.

Mr. Peck met the committee in the forenoon, but failed to reach an adjustment, as the company refused to accede to the demand for a raise of wages to the Cincinnati scale. At noon the company posted notices in the yards declaring the strikers discharged and desiring them to call at the office and get their money.

The discharged men declare that before their families shall suffer they will create trouble. Many of the new arrivals are foremen of other yards, and it is claimed by the strikers that their going to work will precipitate a general strike in yards all along the line. Mr. Peck insists that the Big Four is paying higher wages than any competing line in the cities it touches.

A Destructive Fire.

DALLAS, Tex., July 26.—Fire broke out in J. B. Cowan & Co.'s big liquor house, on Commerce street, shortly after 12 o'clock last night, and spread rapidly to the Benbrook School Furniture Co.'s place, the Brewers' Storage Co.'s warehouse and Wolfe & Co.'s cotton gin. Five hundred bales of cotton in the gin, belonging to Sanger Bros., were destroyed. A rough estimate of the loss places it at \$24,000,000.

OMAHA BRIDGE SUIT.

A Decision in Favor of the Rock Island Road—Judge Brewer Holds That Jay Gould Must Be Governed By Agreements of the Old Management of the Union Pacific.

OMAHA, Neb., July 25.—Justice Brewer handed down his decision in the famous Rock Island-Union Pacific bridge case in the United States circuit court yesterday. In it he sustains the Rock Island in every position it took.

The court holds that as the contract was signed by the presidents of both roads, attested by the secretaries under the seal of the corporations and approved by the executive committee, it is valid. The ground that it was not approved by the stockholders at their annual meeting is held not to be well taken for the reason that the stockholders by resolutions delegated their powers to the executive board.

The allegation that the contract was ultra vires because it was of a greater scope than the corporation could assume was not sustained, but on the contrary the court held that the company had the legal right to rent any portion of its property which was not exclusively used by it. Justice Brewer holds that a court of equity had a right to determine whether the contract was valid and whether a specific performance could be made compulsory, and decided that a specific performance of the contract must be had, and granted the prayer that the Union Pacific be compelled to live up to its contract.

The opinion, which is elaborate, says the allegation that the value of the property being \$5,000,000 the rental of \$90,000 is not adequate, is not well founded. The Union Pacific, it says, is not deprived of its rights, neither is it ousted from possession of its property. The rental is considered adequate inasmuch as the rental was for only a portion of the tracks and did not debar the Union Pacific from using its own tracks.

This is a victory for Omaha, as it has been for years trying to get the Rock Island and Milwaukee & St. Paul into this city, and this will bring about the result. The decree will be entered next Wednesday. The Union Pacific gave notice of an appeal and asked that a supersedeas bond be fixed. The Rock Island will combat this, and it is the general opinion that the court will refuse and require the performance of the contract.

Judge Dundy dissented, holding that the contract was binding for 999 years on the Union Pacific, but for only two years on the Rock Island; that the Union Pacific agreed to lease a depot in Omaha to which it had no title and that the Omaha & Republican Valley road had not signed it. Judge Brewer disposed of the latter finding by saying the Union Pacific owned all the Republican Valley stock.

NOT A STUMP ORATOR.

Ex-President Cleveland States Why He Cannot Stump Ohio For Campbell.

BOSTON, July 25.—To a representative of the Herald at Buzzard's Bay ex-President Cleveland said in reply to inquiries concerning the report that he was to go on a speech-making trip in Ohio: "I have not been requested by the Ohio democracy to make speeches in that state during the pending canvass. I do not expect to take part in the campaign there, or in any other state, and I have never given the slightest intimation that I would do so. I believe that my political friends will understand that if I decline to go upon the stump there are perfectly good and valid reasons for my action entirely consistent with a most earnest desire for the success of all democratic candidates in Ohio or elsewhere. Of course I anticipate that the cry will be raised in certain quarters, if such a request is made and declined, that I am selfish and indifferent to the success of the nominee of my party, but such ill-natured accusations I do not expect to escape in any event."

SHOCKING ACCIDENT.

Missionary and His Family Meet a Terrible Fate at a Railway Crossing.

NYACK, N. Y., July 28.—Last evening Rev. Wellington White started for a drive, having with him Mrs. White, their three children, Mattie Hastings, a daughter of a neighbor and Susie McCarthy, a nurse girl. On the Erie railroad crossing was a freight train which had been cut in two to allow vehicles to pass. Hearing nothing indicative of danger, Mr. White drove between the halves of the freight train just in time to be struck by Erie passenger train No. 24.

Mr. White and his daughters Lillian, aged 19, and Hattie, aged 9, and Susie McCarthy, aged 12, were instantly killed. Mrs. White and a child 2 years old received each a fracture of the skull and terrible cuts and bruises and they were taken to the hospital. It is not expected they will survive.

Edwin Booth Fatally Sick.

BUZZARD'S BAY, Mass., July 28.—There is a well authenticated rumor here that Edwin Booth is dying from the effects of too much smoking. Though he is aware that it is killing him, he cannot shake off the habit. Ex-President and Mrs. Cleveland and Joseph Jefferson have striven to reform Mr. Booth in this respect, and for a time they partially succeeded, but the habit had too strong a hold on him and his indulgences became more unrestrained than ever. It was because of this relapse, and because he cannot recover his health, that he left here suddenly on Saturday and went to Narragansett.

STOCK ITEMS.

There is no profit in keeping a cow that is dry, or nearly so fully one-half of the time.

Horses are trained to develop speed. Dairy cows must be trained to develop into large or rich milkers according to the breed.

If the hogs have the run of the orchard and they get to rooting, the safest plan is to ring, or much damage may be done.

It is an item in feeding hogs during growth to use such materials as will secure the best gain at the lowest cost, and when fat ready to market to sell.

Before you condemn a cow test her and see whether she is a poor cow because she was born so or because she never had a chance to show what she could do.

Sit down and figure out the difference in the cost of raising a good grade draft horse and that of a scrub, and then study out the advantage in continuing to breed scrubs.

It is stated that in New York city alone over 14,000 horses die annually, and nearly as many become unfit for city service and are sold to truck gardeners and small farmers. Of the number becoming disabled for use in that city seven-tenths are affected in the feet. The breeder should look well to the feet of the sire he selects.

The work horse is about the most neglected domestic animal we have on the farm. I have known farmers to say that it was a waste of time to clean a horse. They would scrape the manure off them and work them all the time. Ten minutes each morning spent in cleaning a horse will make him look a great deal better, and as if some one owned him.—Cor. National Stockman.

Senator Stanford, in speaking the other day of horse breeding, said: "There are 13,000,000 horses in the United States, according to the recent census. Imagine what a value we could create if we improved each one of this vast number of animals so that the individual was worth \$50 more than he is. This is surely possible. Now, I say that whether we raise horses for the plow or the track, blood will tell and is worth money."

Commence feeding the pigs as soon as they learn to eat; running with the sow when she is fed they will learn to eat and they should have a place provided for them where they can eat by themselves. In nearly all cases pigs will thrive better and keep healthier if they can have the run of a good pasture during growth, and while in fattening it may be possible to secure a somewhat faster gain by confining in a close pen, yet the risks of disease are increased to an extent that the safer plan is not to run the risks.

FARM NOTES.

Breeding and raising draft horses is profitable.

Quality is more important than size in draft horses.

After the harvest work is finished up is a good time to do any necessary tile draining on the farm.

Plan to clean the seed grain. There is no possible advantage in sowing foul seed of any kind, and considering the cost, the better plan is to clean thoroughly.

Sell the grain clean. You can better afford in a majority of cases to run the wheat, oats or flax through the fanning mill than to take a less price for them taken to market.

The farmer who raises large crops will in the main become successful; and he who aims at excellence will gain a higher position and better rewards than he who is satisfied with mediocrity.

Sow turnips and rutabagas the last of this month. Sow a good patch; they are one of the cheapest crops that can be grown, as little or no cultivation is needed, and they occupy the ground only a short time.

The lands where early potatoes have been grown will bear excellent turnips, because they are generally in good tilth, and the digging of the tubers prepares the soil well enough by giving it an extra handling.

The farmer who has the good judgment to know what most needs to be done each day and the capacity to so arrange and order his work that he can do everything at just the right time, has qualities which will go far towards helping him achieve success.

Barnyards are bad leaks in farm management. Thousands of cords of manure are wasted in them, from constant exposure to sun, wind and rain. And yet most farmers endure them just as though there were no remedy. Manure is needed on most farms more than anything else, and yet nothing is wasted with more readiness.

The successful farmer uses the best seeds or plants and does not reap chaff or cockle from a clean soil. He keeps the best blooded animals adapted to his wants and keeps them well. His animals are sheltered from inclement weather, he knowing that warm stabling is cheaper than an extra amount of feed to produce animal heat.

Everybody is now complaining of lice troubling the poultry. And how are we to get rid of them? Use nothing on the little chicks but lard and put this sparingly on the head. A very little may be put under the wings, but it must be remembered that if you add sulphur you will kill your chicks; sulphur and insect powder may be used to advantage on the older ones, and dusted in the nest is a help also.